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No. 15,140. 號十四百一千五萬一第 日三初月九年二十三曆光 BONGK(NG. SATURDAY, OCTOBER 20TH, 1906. 大拜禮 號十二月十年六零百九千一英港香 PRICE, \$3 PER MONTH.

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[a189]

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Hongkong, 3rd October, 1906. [a1223]

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Hongkong, 26th September, 1906. [39]

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7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. ... Every 15 minutes.
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Extra cars at 11.30 p.m. and 11.45 p.m.
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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Hongkong, 27th August, 1906. [1824]

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Hongkong, 15th October, 1906. [1919]

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Hongkong, 18th November, 1901. [47]

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FRONT. DEEP WATER.
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Hongkong, 8th June, 1906. [153]

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DIPLOMA: PARIS.

LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.

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[a158]

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LEMONADE,
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[a24]

Hongkong, 20th September, 1906.

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Hongkong, 1st April, 1904. [798-1]

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TENNIS BALLS.**
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[a185]

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Hongkong, 2nd October, 1906.

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DODWELL & CO., LD.,
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[a1348-1]

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Every Comfort
Ladies' Afternoon Tea Rooms
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Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
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A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1459]

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Apply—**Mrs. G. SACHSE,**
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Hongkong, 15th October, 1906. [1917]

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All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Illegant*) daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
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Cable Address—"BOAVISTA."
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[a221] **THE MANAGER.**

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MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Resident
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WM. FARMER
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[a1662]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on
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Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

報新外中港香

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Documents translated from or into Classical
or colloquial Chinese.

HAMBURG.

(FROM OUR CORRESPONDENT.)

September 18th.

GERMAN SHIPPING SHARES.

Within the last fortnight both the Hamburg American Line and the Norddeutscher Lloyd have declared their intention of raising their share capital by the issue of new stock, the former by 20 million marks the latter by 25 millions. In a communication addressed to the papers the Hamburg company states that the results of the first six months of the year have been eminently satisfactory warranting the belief in a balance-sheet at the end of the twelve months at least as favourable as that of last year when, I may add in parentheses, they declared a dividend of 11 per cent.—although they can count on no extra profits such as accrued to them from their transactions with the Russian government during and immediately after the war in the East. The prospects for next year appear equally promising considering the ever increasing demand for freight-tonnage, to meet which they have been compelled to charter steamers from other owners that have not always come up to their own standard. An extension of their fleet has thus shown itself to be imperative, particularly on the North-American line, where their two new steamers the *America* and the *Angela Victoria* having found so much favour with the public that half the applications for passages have had to be refused, and that it seems advisable to order more boats of the same type and size in order to establish weekly sailings. The want of steamers for the Hamburg-South American, the Hamburg-West Indian and the New York-West Indian service is equally pressing, whilst the newly planned line between Genoa and the River Plate under German flag and the recently opened ones to the Persian Gulf and the ports of the Sudan will require additional steamers, others are needed for the coastal service in Chinese waters. It is obvious that the cost cannot be defrayed out of the profits of the company and the board of directors consequently propose a fresh issue of shares to the extent of M. 20,000,000—to be offered, in the first place, to the present shareholders at a reasonable premium.

Strange to say on the day this announcement was made the price of the shares dropped some 2 to 3 per cent., but it has since been explained to have been due to other causes and a mere coincidence. The announcement of the intention to increase their capital on the part of the Norddeutscher Lloyd, shortly afterwards, had no effect on the quotations of its stock. The delay in the publication of it is attributed to a fear that the Hamburg scheme might have taken the wind out of their sails and that two divisions of such magnitude placed on the market at the same time might not be favourably received by the public. It was therefore deemed advisable that the chairman of the company should proceed to Berlin to sound the leading financial firms on the subject, before publishing their circulars. He must have been completely reassured on that point however, as the announcement appeared in the papers on the 8th inst. It does not enter into particulars but confines itself to the statement that the increase in the traffic makes the acquisition of additional steamers necessary and that it is intended to issue new shares to the amount of M. 25,000,000, which the shareholders will have the option of taking up at a premium of 10%. A general meeting is called for the 28th inst. the same day on which the Hamburg directors are going to submit their proposal for ratification. There can be no doubt of the sanction of the shareholders being obtained in both cases: the capital of the Hamburg company will then consist of M. 12,000,000 ordinary and 60,000,000 preference shares whilst that of the Norddeutscher Lloyd will amount to M. 180,000,000 of which M. 55,000,000 are preference shares. The fleet of the Bremen line numbers at present 57 sailing steamers of together T. 577,912 burden, of which ten are still in the course of construction. Besides these the company owns 48 steamers of an aggregate tonnage of T. 68,853 employed in the Indo-Chinese coastal service and sundry river steamers.

EXPORT TRADE BRISK.

That the export trade is exceedingly brisk at present is shown by the fact that, unless goods for shipment are delivered on the quay at least ten days before the sailing of a vessel, they are mostly shut out. All the industries in the country seem well engaged for into the new year mostly for export, so that a continuance of the demand for freight-traffic is pretty well assured.

THE NEW COLONIAL DIRECTOR.

The appointment of a backer, Herr Dernburg, to the post of director of the colonial department of the government is a new departure, which has met with the warm approval of the public and the press. It has been no secret that Prince Bülows has for some time harboured the idea of placing the administration of the colonies on a commercial basis and that with a view to this he had offered the office to Herr Wiegand, chairman of the Norddeutscher Lloyd, and it is said had even approached one of the Bürgermeisters of Hamburg, but both declining, had fallen back on the Prince of Hohenlohe who has lately resigned finding it a thankless task. Herr Dernburg of the Darmstädter Bank is a man of strong character and of wide experience, who has made his mark in the financial world. He has given up a position worth over £12,000 p.a. for one the income of which is barely one sixth of that, and which will entail a great deal of hard work and probably still more unpleasantness and worry, for in spite of his having been made a privy councillor of the first class with the title of "Excellency", it is not to be supposed that he will be able to make innovations and introduce reforms in the service without encountering considerable opposition, both overt and latent, on

the part of his subordinates who have been trained, most of them at least, in the traditions of bureaucracy. He has however not burnt his ships behind him and if at any time he should desire to retire from office, he with his past experience and his newly acquired insight into colonial matters, will find little difficulty in re-entering his old career.

SUGAR AND TOBACCO TRADE ALARMS.

The insurrectionary movement in the Island of Cuba, has caused great excitement during the last few months. It was feared that, even if the plantations should escape destruction, the labour available under the circumstances would be insufficient to gather in the crops. That of sugar cane promised to be the largest on record, being estimated at Tls. 1,300,000 as compared with Tls. 1,150,000 last year and Tls. 1,140,000 in 1904. With a plentiful supply in view business had been very slack until the recent events in Cuba roused buyers from their lethargy, when enormous demands from all countries chiefly however from the United States set in and prices advanced some 20 per cent. It is said that Tls. 50,000 more were expected from that quarter alone, whilst Great Britain is also known to have taken large quantities. Since yesterday however the tide seems to have turned, the more peaceful aspect of affairs in the island having brought out sellers in great numbers, prices gave way considerably and it now remains to be seen what the market will do if left alone. The accounts of the growing beet crops in Europe are not entirely satisfactory and T. 100,000 less are expected from Java than last year, but the stocks everywhere are large, considerably larger than twelve months ago, so that with a full yield in Cuba supplies would exceed the requirements of the world although, as long as the present wave of general prosperity continues, the consumption is likely to go on increasing particularly in countries like the states of central and south America, the natural resources of which are being more and more developed every year.

SANDAKAN NOTES.

(FROM OUR CORRESPONDENT.)

October 12th.

THE TYPHOON.

The N. D. L. s.s. *Borneo* arrived here on the morning of September 27th and brought a reminder of the great typhoon in the shape of a rescued Chinaman. The *Borneo* left Hongkong at 11.30 a.m. on September 19th, and the man was picked up three hours later. He was rescued from the bottom of an overturned junk, and reported the rest of the crew, 25, were all drowned. At eight o'clock the same evening the *Borneo* was struck by another typhoon, and for twelve hours she was more or less buffeted about at the mercy of the wind and waves. However she came through it without damage, but picked herself up just about 100 miles out of her course! As if this were not enough, the *Borneo* apparently only just escaped a third typhoon—when about nearing the Palawan Island she got the tail end of the blow and sea, but, fortunately, nothing more, and arrived at Sandakan without further incident, albeit one day late. From what I could make out on board, the *Borneo* had just about as bad a time as any of the crew care about and therefore had all the typhoons they want for the rest of their lives.

THE "BORNEO" STRANDS.

Typhoons in Hongkong and the China seas were evidently not enough in the way of ill luck, for the next thing to happen to her was to strand on an uncharted rock on the far side of Sandakan's beautiful bay—near Palau Bai. She stranded on the morning of the 4th but after lightening—managed to get afloat again on the evening of the 5th. The damage sustained as far as is known, is little more than slight, viz.: three plates started, and one small hole forward. Every endeavour has been made to patch up the damage here, but it is not easy—only with native divers, without costumes and working at some fifteen feet depth. She is leaving for Hongkong to-night, and it is to be hoped she will have a fine run up.

The *Mausau* also had a heavy passage down from Hongkong. She is to leave for your port in a couple of days time.

RAILWAY.

There is no further work of the new Railway (Kudat-Sandakan) as yet, but something in the way of a move is looked for shortly.

YUNNAN-FU AS A HEALTH RESORT.

There is a curious contrast, in one respect between the English in India and the French in Indo-China. While the former, even when residing on the littoral, as at Bombay and Madras, make a practice of seeking health during the hot season at some hill station, the French resident at Hanoi takes a trip to what he considers the "seaside," where the Red River pours its thick, muddy waters into the steaming Tonquin Gulf. There was a recent reason for doing so before the opening of the railway to Loakai last April; it was then impossible to get up country except at great sacrifice of time and money. Now, however, that the journey to railroad only occupies 24 hours, the annual migration of fashionable society should set towards Yunnan. Loakai, the present terminal station, is not, it must be owned, notorious for a low temperature; the climate is a bit cooler than the sweltering seashore south of Haiphong, but not to a material extent. Beyond Loakai, however, there are some breezy hills, and as the railway, when completed as far as Mongtze, will run close by, miniature Sierras and Muscories should be long provided "Capoue" for the roasting and enervated French officials down country. That change will afford some alleviation of their climatic sufferings, but it will not be until the line reaches Yunnan-fu, some 200 miles beyond Mongtze, that an ideal sanatorium will be at their disposal. With lofty mountains all around, snow-clad far down during winter, and with a succession of four beautiful lakes stretching to the southwards, Yunnan-fu should be destined to a high place among the health resorts of Southern Asia.

REVIEW.

Second Report of the Wellcome Research Laboratories of the Gordon Memorial College, Khartoum, by ANDREW BALFOUR, M.D., B.Sc., F.R.C.P., etc., Director. Published by Department of Education, Sudan Government, 1906.

This report is equally creditable to the Sudan Education Department which publishes it and to the Staff of the Laboratories who contribute its contents. The clear letter press makes reading a pleasure, whilst the general arrangement, headings, and notes renders sought-for information easily attainable without the usual aggravating hunt. The plates both coloured and plain are excellent.

When we consider that only a few years ago Khartoum as a City was wiped out, that rampant Malaria murdered its scant European population and almost eradicated the few germs of civilisation whose growth was laboriously being nursed by Gordon and his predecessors, it is truly an marvel that on the same site stands a noble College, in full operation, equipped with the most modern appliances, manned by a scientific staff who would do credit to any old-world university and whose researches have already greatly increased our scanty knowledge of endemic diseases (such as human and animal trypanosomiasis) which threaten the very existence of our colonies, have identified and found means to destroy those parasites which eat up the dura-crop, the food of the Fellahs and cause irreparable injury to the cotton on which the future prosperity of the Sudan so greatly depends.

Mr. H. S. Wellcome may well be proud of the Laboratories he endowed, whose labours have been recognised by the award of four gold medals, two grand prizes and a diploma of honour at the Liege exhibition, and whose functions of promoting technical education, the study of tropical disease (of which the local medical men both civil and military avail themselves), of inquiring into all those varied conditions which promote or retard the economic development of the Sudan are being efficiently and zealously performed. Truly the ground justified by the blood of the martyred Gordon is bearing fruit a hundredfold.

This work, be it remembered, is carried on under all the adverse circumstances of a hot, enervating climate, amidst plagues of flies and dust-storms and with the assistance (?) of natives who "never get beyond the bottle-washing stage," very different from the Chinese who can be trained to carry out carefully all those duties usually assigned to an assistant.

Water supply, mosquito destruction, sleeping sickness, distribution of the Tsetse fly, jigger flies, injurious to plants, are a few of the subjects of inquiry.

It may interest those who ignorantly and foolishly object to all experiments on living animals to know that through such experiments S. Balfour has considerably increased our knowledge of Trypanosomiasis (the probable cause of sleeping sickness and undoubted cause of disease in cattle, horses, etc.) has crystallised much that was previously recognised in a general sort of way, and has found a path which in time will lead either to a prophylactic or curative success in these diseases. Mudir and Fellahs have alike been "pumped" for information. Some of the native ideas are more than quaint. They have appropriately named a peculiarly obnoxious fly "the old one."

The Sudanese chickens are mentioned as being very tough and unavoury "due to the unfortunate birds being drained of their juices by ticks which cling to them in dozens." My recollections of the Shanghai roaster and original of the Hongkong "spatch-cock" make me hope that if Dr. Balfour finds a remedy it may quickly make its way to China.

Dr. Neave as travelling Pathologist. Mr. Theobald's work on Mosquitoes and that of Mr. E. E. Austin on other biting diptera, all contribute much useful and valuable information. Though part of the contents of this volume has already appeared in the journal of tropical medicine and other papers (we cannot afford to wait a year for fresh discoveries) its perusal will more than repay all those interested in the large domain of Tropical Diseases.

WILLIAM HARTIGAN.

London Sept. 20th 1906. M.D., O.P.H.

WEATHER REPORT.

The Hongkong Observatory yesterday I sent the following report:—

On the 19th at 12.20 p.m.—The barometer has risen over Japan, the depression having moved into the Pacific to the N.E. of Okkido. Over the Philippines the barometer continues to fall slowly. Pressure remains low over the Pacific to the E. of Luzon, where a depression probably exists. The anticyclonic area is still in central over the continent to the N.W. of the Yangtze. Strong monsoon is expected to continue in the Formosa Channel, and strong N. and N.E. winds to gales will prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, moderate; fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocke	N.E. winds, fresh.
South coast of China between Hongkong and Hainan	Same as No. 3.

LATEST STEAMER MOVEMENTS.

The C.P.R. s.s. *Empress of India* arrived at Shanghai at 11 a.m. on Thursday, the 18th inst. left again at 8 p.m., same day, for Hongkong, and is due here at 7 a.m. on Sunday, the 21st inst. The I.G.M. s.s. *Roon*, carrying the German mails with dates from Berlin of the 25th Sept. left Singapore on Friday, the 18th inst., at 9 a.m., and may be expected here on or about Tuesday, the 23rd inst. p.m.

TURBINE AND SHIP.

A RAPID REVOLUTION IN MARINE ENGINEERING.

"The kettle began to boil." So says Charles Dickens at the commencement of his story, "The Cricket on the Hearth," and the biographers of James Watt usually repeat the assertion in connection with the steam-engine. It is not so easy to trace the inspiration which led to the wonderfully successful investigations of the Hon. C. A. Parsons to any such prosaic utopia. We are, however, led to believe that the cause of his experiments and concentration upon the steam turbine was the clever and correct mathematical treatment upon the flow of higher pressure steam out of a divergent nozzle, which was done between the years 1848 and 1884. This valuable research work, which was verified experimentally, may be said to have made possible the modern steam turbine. It is of course, well known that the central idea of the turbine can be traced back to the days of Hero of Alexandria, who, about the year 130 B.C. built a steam reaction engine. The idea of perfecting the rotary engine as it was in 1784 seems to have occurred to James Watt, for in that year he took out a patent for such an engine. But the problem at that time was how to harness steam so that water might be pumped from the mines and the most obvious method of doing so was to obtain an engine which would produce a motion similar to that of the ordinary force-pump, or, in other words, a reciprocating motion. It was natural, therefore, that the use of steam as a motive power should have developed on the lines thus laid down, and until the recent advent of the turbine the reciprocating engine has held an unchallenged position in our work.

In order fully to appreciate the rapid advances which have been made in turbine construction, it should be borne in mind that the first turbine was built by the late Mr. James Watt in 1784. This little vessel developed about 980 horse power, while the new Cunard express liners *Lu-Itania* and *Mauretania* will each develop 6100 horse power. It will be remembered that a special Turbine-Commission was appointed to consider the problem of the propulsion of these large vessels, and a tribute must be paid to the extensive research work of this commission. At the time when it was decided to use steam turbines for these new Cunarders, the largest marine turbine installations in use were under 700 horse power. Suddenly to attempt the design of machinery to give ten times the output was to take a step which shows that great courage and boldness were possessed by the members of this commission.

In view of the remarkable revolution which has recently taken place in marine engineering, it would be a bold man who would dare to say what even the immediate future will bring forth. While we are congratulating ourselves upon the triumphs of our naval architects and engine designers, triumphs which are the outcome of labours and experiments with models and materials, there are numbers at work solely intent upon pushing the confines of the unknown yet further back, and applying to man's use and convenience the wonderful forces of Nature. Those who believe in the mechanical genius of our nation will be pleased to remember that the invention of our great Englishman, the late Mr. James Watt, led to the present time to the various suggestions which competent authorities have put forward in order to attempt to glean some idea of the directions in which progress may be made.

An essential feature for economy with the steam turbine is that it should rotate very rapidly. On other hand, propellers are not efficient at such a high speed, and a compromise has to be effected, because the propeller is coupled direct to the turbine shaft. The suggestion has been made that the turbine should drive a dynamo, which, in its turn, should supply electric energy to a motor direct coupled to the propeller. Thus there would be no rigid connection between the turbine and the propeller. We can imagine that, by means of electrical circuits, the speed, and even the direction in which the propeller should rotate, could be controlled directly by means of graduated switches from the bridge of the commanding tower. The intervention of engine-room telegraphs and telephones could then be dispensed with, and it would be unnecessary to make arrangements for the turbine to run astern, which at present is a disadvantage. Unfortunately, there is a great deal to be said against the idea of such an electrical transmission of the driving power of the ship, for the weight of the electrical apparatus would be excessive.

There are, however, other prime movers besides those which utilise the energy of steam. The rapid advances made even in the last decade by the builders of suction gas plants and gas engines have led to certain experiments being made to see whether such machinery may be adapted for marine purposes. Many indeed are the difficulties which must be overcome before it would seem to be even possible to design gas engines to drive such huge vessels as the new Cunarders, to say nothing of the problems in connection with the gas-generator. As yet, as a classical writer has remarked, the difficulties are such that the blades of what stuff men are made. Pressing closely upon the heels of the development of the gas-engine, we may look for the birth of the almost ideal prime mover—the gas turbine. Our pioneer scientists have already almost seriously dismissed it; they have shown the difficulties which, in our present knowledge, prevent its being made a practical success of such an engine. The enormous temperature to which the blades of such a turbine would be subjected would render impracticable any metal or alloy known to us. The heat engine expert has already told the metallurgist that he looks to him to help him with this difficulty; in the

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As Supplied to Royal Households, Embassies, Leading Clubs, and Hotels throughout the World.

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meanwhile, he presses forward his experimental investigations to discover more accurately what actually happens during the working cycle of the gas engine and the steam turbine. Another line of progress may come from the oil engine, which again may grow to proportions unthought of at the moment. The development of one branch of the mechanical arts reveals upon others, and the expert in ship propulsion eagerly watches for inventions which may be applied to his own work.

As a nation, proud of our premier position upon the seas and the building ships, we cannot but take an interest in great events, such as the launching of these new Cunarders. We are proud that to admire them as we gaze upon their stately outlines and realise their wonderful potentialities. Deep reflection must make us agree with Ruskin, who says that, "Take it all in all, a ship of the line is the most honourable thing that man, as a gregarious animal, has ever produced." Into that he has put as much of his human patience, commonsense, foresight, experimental philosophy, self-control, habits of order and obedience, thoroughly wrought hand-work, defiance of brute elements, earnest courage, careful patriotism, and calm expectation of the judgment of God, as can well be put into a space of three hundred feet long by eighty feet broad. It is difficult to find words which can better express the feelings to which the view of a vessel 785 ft long and 88 ft broad, possessing an almost un-sinkable speed, gives birth.

THE WRECKED "AKASHI MARU."

LATER ACCOUNT OF THE RESCUE: CHINESE PILOTAGE FIRED ON.

Our account by a survivor of the s.s. *Akashi Maru*, wrecked on a reef outside Amoy, is well supplemented by the following account given at Shanghai.

It was seen at once that the *Akashi* could not get off without sinking in deep water and the captain of the *Yachow* hoisted signals that his ship would stand by, ready as near as safety would permit, and take off the crew of the stranded steamer. The *Akashi* launched boats under difficulties—a heavy sea running and a strong gale blowing—and with great difficulty the first batch of people from the *Akashi* were taken aboard, their boats being already half full of water and ropes having to be used to get them aboard. The weather was meanwhile getting worse, and the *Akashi* was seen to be slowly sinking with the sea sweeping her clean, fore and aft. By this time the *Akashi*'s boats were as completely exhausted that their complement had to be filled by such members of the *Yachow*'s crew as could be spared in order to transfer the people remaining on board the wreck, which was quickly sinking. Eventually, nearly 300 men, the captain, officers and remainder of the crew of the *Akashi* were transferred to the *Yachow* in an exhausted condition, together with, as far as can be ascertained, 233,000 treasure. On their last trip the boats were interfered with by native pirates and Capt. Brown found it necessary to give the order to fire upon them in order to allow the remaining boats to approach the sinking ship. The *Yachow* first came in touch with the *Akashi* at 6 a.m. on the 4th, and proceeded on her voyage to Hongkong, 17 people having been rescued from the wreck under adverse circumstances and not a life lost. When last in view, the *Akashi*'s deck was only a few feet above water, and no other steamer had sighted the wreck during the day. Next day at daylight a steamer came near the scene of the wreck, but no word of relief came, and it is presumed that the vessel was broken up by the heavy sea during the night. If not the *Yachow* been within hail at the critical moment, it is probable that all on board the *Akashi* would have been lost.

The refugees from the wrecked steamer were most hospitably treated by Captain Brown and his staff, and were daily landed in Hongkong. As an appreciation of the service rendered by the *Yachow*, the master of the *Akashi Maru* sent the following letter to the agents of the China Navigation Company:—

Osak. Shosun Kaisha, Hongkong, October 4, 1906.
Messrs. Butterfield and Swire,
Genl'men.—I hereby beg to offer you on behalf of my passengers, crew and myself my most sincere thanks for the kind assistance rendered to us by your steamer *Yachow* on September 30/1906.

We also wish to testify as to the extreme kindness of Capt. Brown, his chief officer and second officer, engineers, all, and passengers, towards everyone of us when, after picking us up, made gifts of clothes and necessities to shipwrecked mariners, and offers of every possible assistance.

Words fail me at present, but please accept this acknowledgment of the expression of "my" and "our" heartfelt gratitude, and believe me, Gentlemen,

Yours respectfully,
(Sd.) J. A. Orlia (Master), late *Akashi Maru*

It is a wise thing never to interfere in quarrels. You may get more satisfaction out of it on the spur of the moment, in thinking you are doing something heroic, but you may also get knocked about yourself, and then looked up by some dandified policeman, who has arrived late, and has to do something to assert his authority.

SOFT WHITE
HANDSIN
ONE
NIGHT

Soak the hands on retiring in a strong, hot, creamy lather of

Cuticura
SOAP

Dry and aching freely with Cuticura Ointment: the great Skin Cure. Wear old gloves or bandage lightly, in cold, soft cotton or linen. For preserving, purifying, and beautifying the hands, for removing redness, roughness, and irritations, for rashes and eczemas, with shapeless nails, this treatment is wonderful.

Sold throughout the world. Cuticura Soap, Ointment, and Preparation are made at the Cuticura Laboratories, 25 West 17th Street, New York City.

Prepared by J. C. Devine, New York City.

How to Cure Dandruff.

56-58

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—21st October, Sunday, 10th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Berny, Psalms, of the 21st morning; To Deum, Te Deum, in F. Benedictus, Gospels, in G. Anthem, "In the sight of the universe"—Quincy, Hymns, 2 (Psalm 4). Holy Communion (12 noon). Kyrie, Gospels, in E. Hymns, 316. Evensong (5.30 p.m.) Responses, Psalms, of the 21st evening (11). "Magnificat"—Quincy, Anthem, "The Lord is God" (12th morning); Nunc Dimittis, Macfarren (5th evening); Hymns, 208, 281 and 307.

St. Patrick's Church, Queen's Road, West, 10th Sunday after Trinity. Morning Prayer 11 a.m.—Venite, Hallel, To Deum, Russell, Benedictus, Langdon, Hymns 308/309, 590 and 414; Kyrie, Venite, Prayer 630. Doxology, Hymns 350, 70, 221 and 21. Kyrie Nunc. Holy Communion 7.30 p.m.

The Church of the Resurrection, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 6.15 and 8 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards.

"Answering Point" is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, etc., provided.

Sunday School 10—10.45 a.m.

Union Church, Kennedy Road, Minister—Rev. C. H. Hickling. 11 a.m. Worship, Hymns 423, 424, 425. (Wordward) offertory for Hospitals 4 p.m. Sunday School at Union Church and in British School, Kowloon, 6 p.m. Worship, Hymns 423, 422 Anthem "The Radiant Star" Hymns 422, 423, Offertory for 11 apostles, Wednesday 6 p.m. "Studies in Christian Science" Fourth Lecture. Thursday 8 p.m. Literary Club. Lectures on "David Henry Thoreau" by Dr. A. P. Wilder. Friday 8 p.m. Ladies' Working Society. 8 p.m. Christian Endeavour Meeting. Subject—"Zephaniah and Revival." Sunday Noon Communion around the Lord's Table.

St. Andrew's Kowloon—Robinson Road, (near British School.) Sunday—Morning Prayer and Sermon 11 a.m. Evening Prayer and Sermon 6 p.m. Holy Communion—First Sunday of the month, at noon. Second and Fourth Sundays at 8 a.m. Third (and Fifth) Sundays at 7 p.m. Wednesday—Shortened Evening Prayer, and address at 6 p.m. Congregational Choir Practice at 8.45 p.m. Friday 8 p.m. Ladies' Working Society. 8 p.m. Christian Endeavour Meeting. Subject—"Zephaniah and Revival." Sunday Noon Communion around the Lord's Table.

A. J. Stevens, Chaplain.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Pusan. Code: A.B.C., 5th Ed. Liebert.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS



MAGISTRACY.

THE ANNUAL SESSION OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the Justice Room, at the Magistracy, on WEDNESDAY, the 14th day of November, 1906, at 2.30 p.m., for the purpose of considering Applications for Publican's and Adjunct Licences for the Year 1906-1907, under Ordinance No. 8 of 1899. Forms of Application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before THURSDAY, the 1st day of November, 1906.

H. H. J. GOMPERTZ, Police Magistrate.

Hongkong, 17th October, 1906. [1952]

NORDDUTSCHER LLOYD, BREMEN.

PUBLIC INSPECTION OF SS. "PRINZ LUDWIG."

THE Company's Steamer "PRINZ LUDWIG" will be open to PUBLIC INSPECTION on TUESDAY, the 23rd instant, from 4 to 6 p.m.

at the Pier of the Hongkong and Kowloon Wharf and Godown Company, Limited.

MELCHERS & Co., Agents.

Hongkong, 20th October, 1906. [1953]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamer "HAICHING."

Captain A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 23rd inst., at Noon.

For Freight or Passage, apply to DOUGLAS, LAURENCE & Co., General Managers, Hongkong, 20th October, 1906. [1954]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamer "SEGOVIA."

Captain Schott, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding or hindering will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Oct. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th October, 1906. [1955]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:— Epitome of the Week's News. Leading Articles. The Korean Feeling. Seismic Phenomena. The Law of Registered Companies in China. State Insurance Schemes. Trade of French Indo-China. Hongkong Sanitary Board. Supreme Court. Troublesome Indian Soldiers. A Fortunate Escape. Volcanic Camp. Death of Mr. William Cowan. Dock Curfew on Strike. Royal Hongkong Yacht Club. The "Hankow" Disaster. Canton. Kulungsa (Amoy) Municipal Council. Mr. "John Smith" of China. Correspondence. Fire at Shanghai. Shanghai's Importance Recognised. Commercial Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to subscribers sent, including postage 34 cents each, or \$1 Cash for three copies. Subscription: \$12 per Annum, payable in advance; postage 32.

Hongkong, 20th October, 1906.

FOR SALE.

WOODEN LIGHTERS.

Capacity 40 and 180 Tons. For terms and particulars, apply to P. K. KWOK, Care of SINGAPORE & Co., 35 & 37, Hing Loong Street, Hongkong, 17th October, 1906. [1926]

FOR SALE.

DIVING APPARATUS. Prompt delivery.

Apply—OWSTON & Co., Yokohama. [1796]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12 o'clock (Noon) THIS DAY (SATURDAY), the 20th (instant).

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Ltd., Hongkong, 20th October, 1906. [1843]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5987 for ONE HUNDRED SHARES, numbered 37701 to 37800 inclusive, Fully Paid-up, standing in the Register in the name of JAMES DOUGLAS CHAMBERLAIN, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 17th October, 1906. [1928]

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has been made hitherto to drive an Atlantic liner with high speed engines; about 75 revolutions per minute is orthodox practice, seldom exceeded, and when we watch such gigantic engines as those of, say, the Campania, at work, we are often inclined to think that they are going quite fast enough. But the same time limit for the stroke of the piston is not applicable to the same engines as due to their slow speed. Let us double the speed and we can reduce piston area one-half, retaining the same length of stroke. In the Navy high speeds are attained under all the advantages of short strokes and combined with very fair speeds. There is no valid reason why the same principle should not be applied to the mercantile marine outside the Channel steamships in which they have done so well.

Mrs. Hugh Krasser has contributed a charming article to the "Fortnightly Review" on the Admiral Togo. Here is a little story of the man into what he considered a terrible ice extravaganza. The Court photographer, who was in the room, said, "and every day was buying it naturally enough." Togo was in himself in all the shop windows, and was very much troubled. He walked into Markaki's one morning and called for the head of the firm, who arrived with smiles and bows to welcome the illustrious client, but the Admiral's face was a study. He asked about the photographs, and said, "I am sorry you are buying my photograph." Markaki said, "I am sorry that the should spend my money on the portrait of such a stupid person. I wish to have the negative so that you may print more copies." Markaki (who told me the story in his own words) said, "I have a fine harvest from the man himself, and no desire to let him have it." "Your Excellency will have to pay for the negative," he explained. "I know," the Admiral replied, sadly, "what do you ask for it?" Markaki considered for a moment, and then said, "I thought you would be a prohibitive price." "How much?" "Three dollars." "That is a good sum for a poor man like me to pay, but I cannot have the negative. So he counted out money and carried off the picture."

After recalling the priceless services rendered by the Japanese Army by General Meckel, the press concluded by expressing the hope that the soul would come among those who had enjoyed the privilege of his instructions and give their hospitality. Headed by the Minister of War, the officers then laid their hands of evergreen before General Meckel's portrait, and, bowing low, retired from the stage. The quaint ceremony lasted two hours.

We now come to another aspect of the problem. It has been plainly asserted that the cyclopentadiene engine could not be used to generate such enormous power. Turning once more to practice, it is pointed out that the single shaft of the Krumpholtz indicated 14,000 indicated horsepower, and that the first shaft of the single shaft engine indicated 16,000 indicated horsepower. That is, the indicated horsepower of the single shaft engine actually exceeded—probably 16,000 horse-power is not the maximum—that in its 22, 32, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 682

of under ships. The Channel Fleet will continue to be responsible for the defence of the English Channel and North Sea, and will be based on home ports Chatham, Devonport, and Plymouth, as at present making Portland and the Solent its principal points of rendezvous. The Mediterranean Fleet, with the Second-Cruiser Squadron, will still have Boroaham, on the east coast and Gibraltar as its points of appai, and the ships will be repaired mainly at the home port, and will accordingly be custom the Mediterranean Fleet will operate from the Mediterranean Sea, and Gibraltar from time to time, as usual, in arrangements fit the strategic necessities of the time, although officers of the Fleet will usually await the provision of an adequate base on the east coast, which can serve as a permanent base for a section of the Channel Fleet. It was the intention of the late Government to provide such a port at North with little delay, but the scheme is now being advanced so that many years must elapse before the port will be of use. Until docks, basins, and wharves have been provided, the ships cannot be used as a naval base, but moorings have been provided so as to enable the Channel Fleet to make occasional port of call during its periodical visits.

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